# RED-ASH COAL.

## HARRISBURG RAIL-ROAD.

writer in the Rail road Journal, published in the city of New York,
r stating that the effect of the Reading Rail Road would be to make the
ern cities rely almost exclusively upon the Schuylkill mines for a supply
oal, thus concludes.

It should be remarked, however, that the veins of RED-ASH COAL
ispensible for domestic use) are comparatively LIMITED IN THE
TTSVILLE REGION, and may ere long become expensive to mine.
s then desirable to make the LARGE BODIES OF IT IN THE
ATARA or Pinegrove districts more available than they now are—the
llness of the Union Canal and the low state of water in it generally, not
wing this coal to be got to market on terms to compete with that of
sville. When, therefore the branch road, is completed from Reading to
risburg, through the Lebanon Valley, is opened, the plan should be to
ect with it—which WILL OPEN THAT DISTRICT TO THE
QUEHANNA AT HARRISBURG on the one hand and the DELA-
RE AT PHILADELPHIA, on the other, but particularly the latter, as
oint readily and cheaply reached for supplying the *great points of
umption* on the eastern sea-board."

will be seen by the above that the importance of the immense beds of
Ash Coal upon the head waters of the Swatara, are beginning to be ap-
iated. The variety of Anthracite is worth and will bring 50 cents
on more than white ash coal, in all our eastern cities. It more easily
es, burns more freely, and will burn when only a small quantity is
. The ashes are heavier and do not rise in the room when the fire is
ed and settle on books and furniture. Besides red ash do not injure the
and chap the hands of those who make the fires, nor take the varnish
furniture like white ashes. These are some of the reasons which will
give Red Ash coal the preference for domestic purposes.

e great majority of all the Red Ash coal in the State lies in the depos-
n the Swatara or Pinegrove region. It is here inexhaustible, in veins
ing from 3 to 20 feet in thickness, rising in breasts above the water
, in many instances more than 800 feet. In the Pottsville region it is
ned to the south veins of the coal field, and the Spohn vein, varying
5 to 7 feet thick is the largest in the region. Near Pottsville and Port
on every good vein is worked out above the water level, and a drain of
a million of tons a year will soon take all the available red ash coal
t six hundred feet below the water level south of Minehill. Upon Lit-
chuylkill, the Lehi and Lackawanna, there is no red ash coal. In the
end of the Wyoming Valley, and in the Shamokin, there is occasion-
a red ash vein found as a rarity. In Bear or Lykens Valley, the south
contains red ash veins, but in the north hill the veins are white and
ash.

here are five mountains of red ash coal, running more than 20 miles,
lel, through the Pinegrove region, broken to their basis, by the Swa-
and its branches, and exposing the coal to view in several places like a
of rocks. There are also two mountains of white and grey on the
h side of the basin.

may then be anticipated that the whole Union may soon look to the

Swatara region for its supply of Red Ash coal, which the New York pondent of the Rail Road Journal thinks "*indispensible for domestic* The demand will therefore be immense, and the red ash Swatara coal extremely valuable.

Let us next notice the outlets to market which this New York gen proposes. One from the Swatara mines by rail road to Harrisburg the other by a continuance of the same rail road to Reading.

The only practicable route for such a rail road, with proper grade the Valley south of the Blue Mountains, passing near the Swatara and from thence either down the Irish Creek to Mohrsville, 9 miles Reading, or from the Swatara Gap, through Bernville, down the Tul ken to Reading. The distance from Harrisburg to the Swatara Ga miles, and from thence through Bernville to Reading about 35 miles n about 57 miles from Harrisburg to Reading, and 103 to Philadelphia. dam in the Swatara Gap is 150 feet higher than Harrisburg, 332 high Reading, and only 22 feet lower than the Union Canal Summit at Le As the rail road would be located 40 or more feet above the dam, th Road would not only descend by an easy grade of 9 or 10 feet the Harrisburg, but would pass over the Summit to the tributaries of the S kill with an average descending grade of 10 or 11 feet to the mile. the Swatara Gap to the Coal region the ascent for the rail road is also 10 feet per mile so that a route with such grades for coal, can scarc found in the country.

The distance from the Swatara Gap to the mines on Fishing C about ten miles, and to Roush Creek, the great centre for all the sho roads, about thirteen miles by the route proposed.

The distance will then be from the grand centre on Roush Creek t risburg 35 miles—to Reading 45 miles—and the locomotives will b to run up to the very mines with full trains.

Such a rail road would bring the red ash coal upon Fishing Creek in 97 miles of Philadelphia—and the grand centre upon Roush Cree 100 miles.—This is *as near Philadelphia as the great supply of th aware Company on the Norwegian above Pottsville, or on the Branch of the Schuylkill above Minersville!!!*

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## NOTE.

### QUALITY & EXTENT OF COAL VEINS ON MAP No. 3. TANCES TO TIDE WATER AT PHILA. AND HAVRE DE GR

The veins of Coal, marked by lines on map No. 3, have not as ye generally examined on the ground, except those marked on the ma have been taken from the opening and drifts that are now worked Lorberry and Roush Creek, and from the openings made by Robert T Esq. on the Stony Creek Coal Estate, in Lebanon County.

On the Fourth or Broad Mountain, the veins of Coal are known large and of a remarkably free burning quality. A shaft was sunk o fourth mountain on what is generally known on the Roush creek, wh has been worked as the Laurel creek vein. It was found to dip 18 degrees to the South, which is about the same as the dip at the ings on Roush creek. Should it continue at this angle the mountain 692 feet in perpendicular height above the water level at the juncti Baird's Run, and Fishing creek (at the point marked A on map No. 3

out crop of the vein being nearly in the centre on the top of the mountain, it would give a breast of about 2000 feet in length with a thickness of 12 feet of first rate coal. This vein runs a distance of four miles through the lands. The weight of a cubic yard of this coal is 2484 lbs.

Only two of the veins, marked on the map, besides the Laurel creek vein, had shafts sunk on them, one of which is a 14 foot vein, with a five foot vein along side, seperated from it by a vein of slate 2½ feet thick. The other is an 8 foot vein of the first quality of coal. Both shafts are marked in the map.

In the gap of the Sharp Mountain, below the junction of Baird's run with Fishing creek, two shafts were sunk. The veins were found to be from 8 to 10 feet in thickness, red ash coal—equal to any other that has as yet been raised in Schuylkill county. There are also veins of iron ore, running parallel with the coal veins.

The lines representing the veins of coal, have been laid down on the map No. 3, from the workings on the Lorberry and Roush creeks on the N. E. and from the shafts sunk and examinations made, by Robert C. Taylor, Esq. on the S. W. The rocks marked on the map, as Mount Eagle, are the ones at which he commenced his measurements.

There is no section of the State in which there is so large a body of coal as in this section of the country, including the Fourth or Broad Mountain and the Sharp Mountain extending eastwardly from the Lebanon county line to the Lorberry, Roush, and Middle Creek branches of the Swatara. Nor is their any section of country where it can be mined so cheap, or that has so many outlets to market by routes which require but small outlays of money for making rail roads, the distances to navigation being short.

A road of twenty miles, would connect it with the Reading rail road and the Schuylkill Navigation, making the distance by the Reading rail road to the Depot at Richmond in the Deleware from the junction of the Lorberry and Roush Creek with the Swatara, 102 miles; by the rail road and the Schuylkill Navigation to the city of Philadelphia, 110 miles; to Harrisburg 35 miles, where it would connect with the Cumberland Valley rail road, making a continuous rail road by Carlisle, Chambersburg and Franklin to Hagerstown in Maryland.

The lands represented by map No. 3, are the nearest anthracite coal lands to the tide water at Havre de Grace, of any that have as yet been discovered in the Western part of the anthracite coal fields, and as near as any of the red ash coal mines at Pottsville except the two mines immediately adjoining the town.

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## *Distances from the Fishing Creek Coal Field to Tide Water:*

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| From the coal veins in the Fishing creek gap of the Sharp Mountain at the junction of Baird's run with Fishing creek to the Union Canal by rail road 5 miles (this will form a part of the route to Harrisburg) Union Canal to Middletown, 46 miles; State canal to Columbia, 18 miles; Tide water canal to Havre de Grace, 45 miles—Total | 114 miles. |

To Philadelphia

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|---|---|
| 1. Rail Road to Union Canal 5 miles, Union Canal to Reading 66½ miles, Schuylkill Navigation to the city of Philadelphia 62 miles, total, | 133½ miles. |

Distances by a proposed rail road to the Reading rail road and Schuylkill Navigation, above Port Clinton, at the junction of Bear Creek with the river Schuylkill at the north foot of the Blue Mountain.

2. From the junction of Baird's run (see map No. 3 and the general map,) with Fishing creek to the junction of ,the Lorberry and Roush creeks with the Swatara 4 miles, down the Swatara 3½ miles to the Basin of the Union Canal at Pinegrove thence by the N. E. Branch of the Swatara along the North foot of the Blue Mountain to the Bear Creek Summit, thence by the Valley of the Bear Creek to its junction with the river Schuylkill intersecting the Reading rail road 4½ miles above Port Clinton 14½ miles, Reading rail road to the depot at Richmond on the Delaware river 84¼ miles—Total, 106½

3. By the Schuylkill Navigation to Philadelphia by rail road as above,to the canal at the junction of Bear Creek with the river Schuylkill 22 miles; by the canal to the city of Philadelphia 92 miles, total 114

T. B.